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**The North Beverly Environmental  
Action Committee**

P.O. Box 8, Wenham, MA 01984  
(508) 927-4662

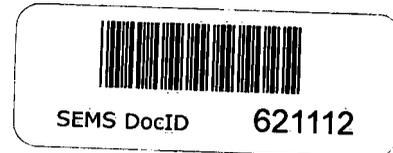
June 9, 1989

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WASTE MANAGEMENT DIVISION

**COALITION  
LINKING  
ENVIRONMENTALLY  
ACTIVE  
NEIGHBORS**

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**N. Beverly Environmental  
Action Committee**

**N. Beverly Civic Association**

**Citizens for Clean Water**

**Neighbors Against Airport  
Expansion**

Enclosed for your information is a letter stating the many concerns of the residents of Beverly, Danvers, Wenham and Salem. These concerns may be of interest to you.

Please excuse the impersonal photocopy of this cover letter done only for the sake of speed of distribution for the many copies to concerned individuals and agencies.

Sincerely yours,

North Beverly Environmental  
Action Committee

For the Committee

Dominic Manzoli  
Dominic Manzoli

# The North Beverly Environmental Action Committee

P.O. Box 8, Wenham, MA 01984

June 5, 1989

Beverly Airport Planners  
Dufresne & Henry  
Planner, Dena R. Allis

## COALITION LINKING ENVIRONMENTALLY ACTIVE NEIGHBORS

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N. Beverly Environmental  
Action Committee

N. Beverly Civic Association

Citizens for Clean Water

Neighbors Against Airport  
Expansion

Dear Ms. Allis,

Before beginning another round of planning this year, as a member of the Beverly Airport Planning Committee, I would like to make some comments for myself and the residents I represent.

We have been unsuccessful in getting representation on our behalf from city government concerning this Airport. Beverly Airport is one of four adjoining toxic sites listed by Environmental Protective Agency. These sites are all within the reservoir aquifer, the water supply for 80,000 people of Beverly and Salem.

Dufresne & Henry was given the task of investigating environmental problems in the past. They hired I.E.P. scientific consultants. From this, only came preliminary reports stating that there were contaminants on this Airport, but with no analytical data. What is the status of this investigation?

In May, 1988, the Department of Environmental Quality Engineering (D.E.Q.E.) sent a second order to Beverly Mayor Monahan to investigate contamination at the airport. The city has another environmental investigation conducted now by Tyge & Bond Consultants. We are not being informed.

Unlike most communities in this nation, buying land to protect long term water supplies, Beverly continues with industrial zoning in this aquifer for its prime reservoir.

Beverly Airport is the greatest threat to our water supply, not only with toxics, but with the unpublished anticipated industrial boom associated with the airport. The evidence of this is all too obvious and too lengthy to discuss here.

In addition to the environmental concerns, the noise complaints persist. Beverly Airport is still an uncontrolled air field. For example: Last Sunday morning (with laws in existence about not working or disturbing the peace on Sunday) a low level jet tookoff, over the reservoir, violently awakening the surrounding communities at 6:30 AM, to be followed about twenty minutes later by a noisy prop plane. Beverly Airport officials and Boston Control Tower people could not account for this jet. Also, indiscriminate night flying exists, disturbing the communities.

To repeat the facts presented in the past, there is no room in this expanded single family residential region for an airport.

In the past, a small sports flying field has been compatible with the surrounding residents valued from \$200,000 to \$800,000. However, the ambitions of Massachusetts Aeronautics Commission and the Federal Aviation Administration and industry wishing to expand this airfield will continue to be met with resistance by environmentalists and residents.

There is no free area around this airport, only runways built to the limits of airport property close to residential neighborhoods.

Thanks to a copy of a speech by Director Arnold R. Stymest, of M.A.C., we the residents now know where we stand. The residents have been deceived by appeals for safety. Runway extension, then called safety zones, (actually airport expansion) are a hazard to residents safety and our water supply.

Changing the classification of Beverly to reliever airport for Logan International without proper public hearing is another example of deceit. This airport will not accommodate larger planes.

At a meeting with regional F.A.A. officials on April 8, 1987, representatives of three local civic groups learned for the first time of plans for expansion of Beverly Airport, that was dated 15 years before this meeting. These plans showed lowering Cherry Hill to extend the use of runway #16. This was only known by the developers, M.A.C., F.A.A., and probably a few city officials. Residents of this region were never informed. This meeting with F.A.A. officials did, however, produce an agreement that there would be an environmental assessment. Since then, this airport received a \$300,00 grant assistance stating no environmental impact. The records show environmental problems most certainly exist.

This simply proves governmental agencies such as the M.A.C., the F.A.A. and some members of our city government are serving the aircraft industry, not regulating it.

Now, in 1989, the aviation industry, M.A.C. and F.A.A. are attempting to deceive the public again by proposing several taxiway configurations to reduce noise levels by 3 decibels. This can never be accomplished. Air and noise pollution will continue.

An arial photograph of this airport, clearly shows these runways are nested in the center of single family residential communities of three towns.

There are no noise abatement methods that will work in the confined space at Beverly Airport.

There are many environmental concerns at this airport and adjoining toxic sites. The airport waste water discharge of some 3000 G.P.D. does not meet the Title five state sanitary code. This waste water is being dumped into wetlands of the Bass River and Wenham Lake Reservoir.

Any other community would be alarmed at the contamination detected in these watershed areas so close to a public water supply. We feel that the influence exerted by M.A.C. & F.A.A. have placed drinking water quality in second place to aviation needs.

The North Beverly Environmental Action Committee is presently filing a citizen's petition under M.G.L. ch.21E Initiative #4.

According to section 14b, (public notice and participation) we the people of Beverly are requesting a public meeting, (at a time and location convenient to us) involving Beverly residents in the decisions regarding response actions at the Beverly Airport., Casco Chemical, Vitale dump site, Filtex properties all of Henderson Road., Beverly, within the Wenham Lake reservoir aquifer.

We believe that as an abutting community, there has been, is, and will be eminent hazards to our health, safety, welfare, and to our environment.

We would like to request a moratorium on any activity on the airport and abutting sites.

This Beverly Airport Planning Advisory Committee serves no purpose unless it begins with a Mass. environmental study (M.E.P.A.) first. This study would consider water, air and noise pollution before development alternatives proposed by aviation planners.

All comments made in this letter can be substantiated from our records comprised of D.E.Q.E. file data and memorandums

and correspondence with various agencies. We have supplied airport planners with much data which they refuse to discuss. This data is available through NBEAC to any of the agencies receiving a copy of this letter.

Sincerely,

Dominic Manzoli

Dominic Manzoli

For the North Beverly Environmental Action Committee  
Member of Beverly Airport Planning Advisory Committee